

(ii) Repeat the steps in paragraph (c)(1)(i) of this section for the maximum speed expected during testing and at least two additional evenly spaced speed points between the starting speed and the maximum speed point.

(iii) Compare the calculated roll speed, v_{act} , to each corresponding speed set point, v_{ref} , to determine values for speed error at each set point, v_{error} , using the following equation:

$$v_{\text{error}} = v_{\text{act}} - v_{\text{ref}}$$

Eq. 1066.235-2

Example;

$$v_{\text{act}} = 8.3053 \text{ m/s}$$

$$v_{\text{ref}} = 8.3000 \text{ m/s}$$

$$v_{\text{error}} = 8.3053 - 8.3000 = 0.0053 \text{ m/s}$$

(2) *Frequency method.* Install a piece of tape in the shape of an arrowhead on the surface of the dynamometer roll near the outer edge. Put a reference mark on the deck plate in line with the tape. Install a stroboscope or photo tachometer on the deck plate and direct the flash toward the tape on the roll. The stroboscope or photo tachometer must be calibrated according to the instrument manufacturer's instructions and be capable of measuring with enough accuracy to perform the procedure as specified in this paragraph (c)(2). Determine the speed error as follows:

(i) Set the dynamometer to speed-control mode. Set the dynamometer speed to a speed value of approximately 4.5 m/s (10 mph). Tune the stroboscope or photo tachometer until the signal matches the dynamometer roll speed. Record the frequency. Determine the roll speed, y_{act} , using Eq. 1066.235-1, using the stroboscope or photo tachometer's frequency for f .

(ii) Repeat the steps in paragraph (c)(2)(i) of this section for the maximum speed expected during testing and at least two additional evenly spaced speed points between the starting speed and the maximum speed point.

(iii) Compare the calculated roll speed, v_{act} , to each corresponding speed set point, v_{ref} , to determine values for speed error at each set point, y_{error} , using Eq. 1066.235-2.

(d) *Performance evaluation.* The speed error determined in paragraph (c) of this section may not exceed ± 0.02 m/s at any speed set point.

§ 1066.240 Torque transducer verification.

Verify torque-measurement systems by performing the verifications described in §§ 1066.270 and 1066.275.

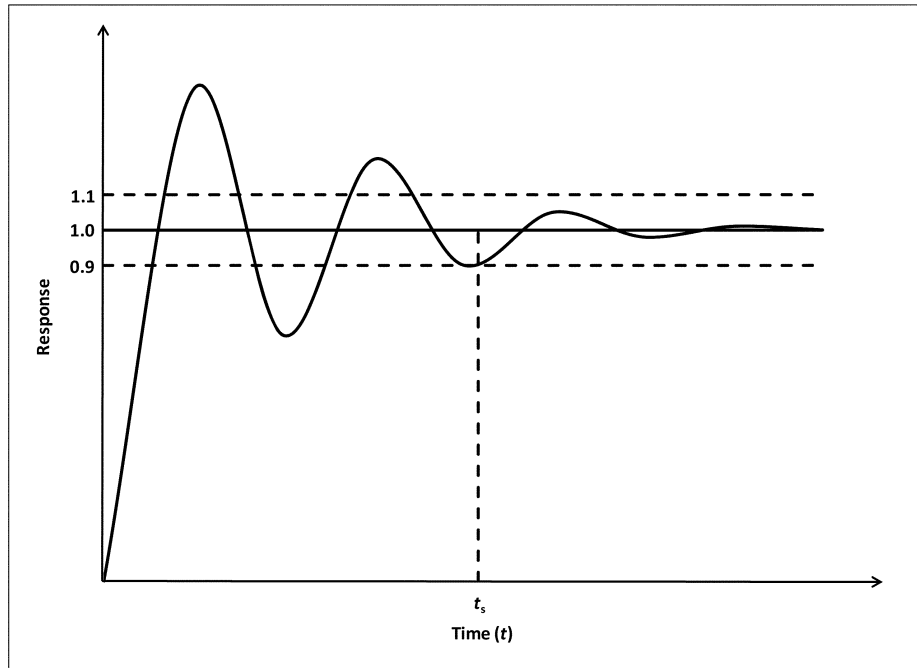
§ 1066.245 Response time verification.

(a) *Overview.* This section describes how to verify the dynamometer's response time to a step change in tractive force.

(b) *Scope and frequency.* Perform this verification upon initial installation, within 370 days before testing (i.e., annually), and after major maintenance.

(c) *Procedure.* Use the dynamometer's automated process to verify response time. You may perform this test either at two different inertia settings corresponding approximately to the minimum and maximum vehicle weights you expect to test or using base inertia and two acceleration rates that cover the range of acceleration rates experienced during testing (such as 0.5 and 8 mph/s). Use good engineering judgment to select road-load coefficients representing vehicles of the appropriate weight. Determine the dynamometer's settling response time, t_s , based on the point at which there are no measured results more than 10% above or below the final equilibrium value, as illustrated in Figure 1 of this section. The observed settling response time must be less than 100 milliseconds for each inertia setting.

Figure 1 of § 1066.245—Example of a settling response time diagram

**§ 1066.250 Base inertia verification.**

(a) *Overview.* This section describes how to verify the dynamometer's base inertia.

(b) *Scope and frequency.* Perform this verification upon initial installation and after major maintenance, such as maintenance that could affect roll inertia.

(c) *Procedure.* Verify the base inertia using the following procedure:

(1) Warm up the dynamometer according to the dynamometer manufacturer's instructions. Set the dynamometer's road-load inertia to zero, turning off any electrical simulation of road load and inertia so that the base inertia of the dynamometer is the only inertia present. Motor the rolls to 5 mph. Apply a constant force to accelerate the roll at a nominal rate of 1 mph/s. Measure the elapsed time to accelerate from 10 to 40 mph, noting the corresponding speed and time points to the nearest 0.01 mph and 0.01

s. Also determine average force over the measurement interval.

(2) Starting from a steady roll speed of 45 mph, apply a constant force to the roll to decelerate the roll at a nominal rate of 1 mph/s. Measure the elapsed time to decelerate from 40 to 10 mph, noting the corresponding speed and time points to the nearest 0.01 mph and 0.01 s. Also determine average force over the measurement interval.

(3) Repeat the steps in paragraphs (c)(1) and (2) of this section for a total of five sets of results at the nominal acceleration rate and the nominal deceleration rate.

(4) Use good engineering judgment to select two additional acceleration and deceleration rate pairs that cover the middle and upper rates expected during testing. Repeat the steps in paragraphs (c)(1) through (3) of this section at each of these additional acceleration and deceleration rates.